SUBJECTS.

done, he said that the trace, which was in a fairly good condition, might be left alone for the present and that the repair of the bridges and culverts at least might be put in hand, so that the convenience of the people might be served.

Dewan's reply.—Noted.

89. *Extension of three of the existing roads in Alleppey.*

Mr. P. John (Member, Alleppey Trading Classes) requested the following road extensions:—

(1) The Wadai Canal Road on the northern side of the canal should be extended up to the Vattakayal. The extension was required only for a few yards. At present, four steam-launches were taken into the canal and anchored there. The canal was being spoiled by the people and traffic was rendered difficult. If the road were extended, the steam launches could anchor at the Vattakayal. A cart road was urgently required to the steam boat landing.

(2) The southern road by the side of the Wadai Canal should be extended up to the end of the canal and connected with the Commercial Canal Road on the northern side along the canal side.

(3) The Commercial Canal Road should be extended to the Pallathuruthi river at least on one side.

Dewan's reply.—The works suggested are noted.

90. *Public works in the Alleppey town.*

Mr. F. F. Mackay (Member, T. I. C., Alleppey) said that he agreed with Mr. John in all that he had asked for.

He stated that the public works in Alleppey were in a worse condition now than they were 18 years ago, and it was surprising that it was so, even though the town was increasing in population and trade. In the opinion of the Member, that was due to the abolition of the office of Commercial Agent, who was the head of a Department with powers of corresponding direct with the Government and expending money at his discretion. Nobody had since taken his place.

Dealing with the public works in Alleppey, the Member first referred to the admittedly bad condition of the Commercial Canal and the proposal to improve it in a period of five years. He learnt that a sum of Rs. 15,000 had been sanctioned for 1086 for repairing the landing ghats. He said that, considering the trade of Alleppey, the people required the use of the canal every day, and, according to the scheme laid out by the Public Works Department, only portions of the canal would be repaired every year. The

LIBRARY ARCHIVES Kerala Legislative Assembly

SUBJECTS.

canal would probably be closed to traffic till the entire work was done. Though five years was the period estimated, he said that a much longer time would be required in actual working, granting that the work would not be abandoned in the meanwhile on account of any change of officers or of policy. He therefore suggested that the simultaneous deepening of the canal to a uniform width would be a more practical and useful scheme than the one proposed.

In regard to the maintenance of roads and canals, he said that the D. P. W. works were really not maintenance works, but that they amounted to reconstruction. The roads and canals could be kept in a much better condition with the money spent upon them. The Public Works Department unfortunately spent their money on unimportant works, leaving the most urgent ones aside, and he mentioned the Wadai Canal as an instance in point. Another instance could be found in the expensive railings put up on the sides of the Wadai Canal. Factories and places of business were on the sides of the canal and the first thing that would happen was that the railings would be pulled down. The Member said that it was a matter for consideration whether the Town Improvement Committee could not be consulted in such matters. After the Chief Engineer had framed the Budget Estimate for a year, it might be forwarded to the Committee for their remarks before submission to the Government for sanction.

He then referred to the great pace at which waste lands in the town were being registered and encroached upon. If such a state of things were allowed to go on, the town would cease to extend and there would be no room for roads. In the case of such important towns as Alleppey, roads should go in advance of buildings. It was therefore desirable that the Public Works Department should at once run a line of new roads. The town was at present laid out on a sound plan, with the canals and roads all parallel to one another and divided up rectangularly by cross lines. The roads should be at once demarcated and all encroachments prevented.

Another thing that was necessary was a large scale map of the town. It was essential for finding out encroachments, for house-tax collection and for other purposes.

Referring to the proposed light-railway from Alleppey to Arukutty suggested by the Shertallai Member, he said that it would be more within the scope of practical politics if a road had been asked for. The proposed canal to

LIBRARY ARCHIVES Kerala Legislative Assembly

SUBJECTS.

Shertallai was also not likely to be useful, as it would run along a narrow strip of land between the sea and the backwater and as, at no point of its length, it would be more than 2 miles from the Vembanad lake. At present, the only way to go to Cochin was by the backwater. He said that a road would be much more useful and practical and less costly than a canal or railway.

Dewan's reply.—Noted.

The Assembly adjourned at 5 P. M.

LIBRARY ARCHIVES Kerala Legislative Assembly